



# THE BOB BRADY REPORT

November 2003

Volume 1, Number 1

**Special Issue –  
The Philadelphia  
Region's Ports:  
The Key to Our  
Future.**

**Contact Bob**  
**Philadelphia**  
**1907 S. Broad St.**  
**Phila., Pa 19148**  
**215-389-4627**  
**fax: 215-389-4636**

**The Colony Building**  
**511-13 Welsh Street**  
**1st Floor**  
**Chester, Pa 19013**  
**610-874-7094**  
**fax:: 610-874-7193**

**2630 Memphis St.**  
**Phila., PA 19125**  
**215-426-4616**  
**fax: 215-426-7741**

**Washington**  
**206 Cannon House**  
**Office Building**  
**Washington, D.C.**  
**20515**  
**phone:**  
**(202) 225-4731**  
**fax: (202) 225-0088**

**[www.house.gov/robertbrady/](http://www.house.gov/robertbrady/)**

**[robert.brady@mail.house.gov](mailto:robert.brady@mail.house.gov)**

## Brady/Murtha/DRMEC Bring Military Shipping to Our Port



**Congressman Robert A. Brady** (D.-Phila.), working hand-in-hand with the dean of the Pennsylvania Congressional Delegation, **Jack Murtha** (D.-Johnstown) and **State Representative Bill Keller**, the chairman of the Delaware River Maritime Council (DRMEC), last year secured a National Strategic Port designation for the Port of Philadelphia. Pennsylvania's 1<sup>st</sup> Congressional District, which Brady represents, borders both the Schuylkill and

Delaware Rivers.

Philadelphia's selection means the Department of Defense will incorporate the use of the city's port facilities in its planning for the movement of military cargoes. Philadelphia becomes the country's 14<sup>th</sup> commercial Strategic Seaport.

Because of this designation, military equipment and supplies will be moved from the Philadelphia port to Department of Defense facilities and to our troops overseas.

On October 27, 2003, Pennsylvania became the first state to sponsor and participate in a unique demonstration of advanced information sharing for improved homeland security and homeland defense. The RAPID (Regional Agile Port Intermodal Distribution) System Demonstration highlighted the unique capabilities of PA commercial, transportation and military infrastructures between the Delaware River main navigation channel to Chambersburg, PA.

During the demonstration, the military ship Runnymede sailed up the Delaware River, docked and safely off loaded four Paladin Howitzers at the state owned Packer Ave. marine terminal, which is operated by Greenwich Terminals. The Paladins were then loaded onto portside train cars for transshipment.

Brady is a member of the powerful House Armed Services Committee (HASC). His two HASC subcommittees are responsible for Army and Air Force acquisition programs; Navy and Marine Corps aviation programs; National Guard and reserve modernization; ammunition programs; training; logistics and, military construction.

**Special Issue –  
The Philadelphia  
Region's Ports:  
The Key to Our  
Future.**

**Links**

Delaware River  
Maritime Enterprise  
Council  
<http://www.drmecc.org/>

[Delaware River Port  
Authority](#)

[Delaware Valley  
Regional Planning  
Commission](#)

[International  
Longshoremen's  
Association \(ILA\)](#)

Maritime Exchange for  
the Delaware River and  
Bay  
<http://www.maritimedelriv.com/index.htm>

Penns Landing  
<http://pennslanding.phila.gov/welcome.asp>

[PA Department of  
Community and  
Economic Development](#)

[PA Department of  
Transportation](#)

[Philadelphia Regional  
Port Authority](#)

[Teamsters](#)

[The Howland Group](#)

**Delaware River  
and Bay Ports**  
[http://co-ops.  
nos.noaa.gov/  
dbports/dbports.html](http://co-ops.nos.noaa.gov/dbports/dbports.html)

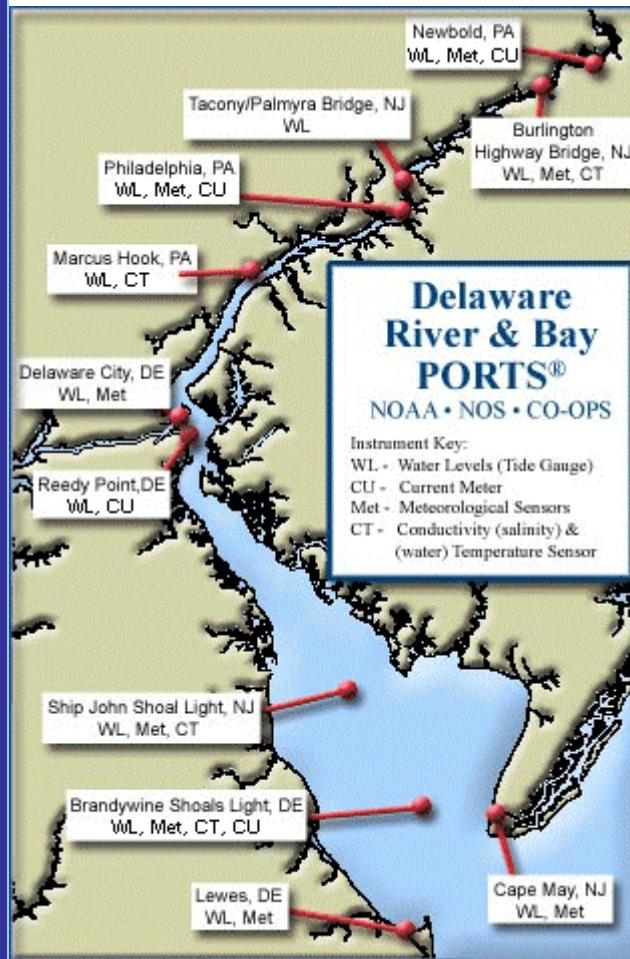
## The Brady Plan: Maximizing our River Fronts

The Port of Philadelphia and Camden, which is responsible for 75,000 regional jobs and \$1 billion in wages, is the largest East Coast port for international waterborne commerce. It handles about 100 tons of cargo, which represents about 30% of the North Atlantic Port Range market share. In addition, our rivers provide vital retail, residential, recreational and commercial services to our region. These resources must be maximized if we are to grow as a region.

- **Port Security** – The port is one of this country's leading international seaports that handle a wide diversity of cargoes and has an urgent necessity to enhance the security of its facilities and personnel. The Delaware River Port Authority recently concluded a security vulnerability assessment and has communicated to its terminal operators what must be done to augment security procedures at their facilities. Operators, state and local officials cannot be expected to bear the cost of addressing this vital national security problem. That's why Congressman Brady is pressing for \$2.6 million to enhance security at the Port of Philadelphia.
- **Delaware River Dredging** – The Delaware River Main Channel Deepening project is designed to keep the Delaware River Ports competitive with other east coast ports, all of which have dredged or are planning to dredge their channels deeper than 40 feet. Major shipping lines agree that their next generation ships will require deeper channels. Unless our ports can go to 45 feet, they will be at a competitive disadvantage with their sister ports for the expected growth of international trade.
- **Support Conventional Ship building and scrapping operations at the Philadelphia Naval Business Center and in Chester.**
- **Invest In Our People** – by supporting projects such as Collegiate Consortium (formerly the Shipyard College), we can train local workers and make them the best in the world.
- **Develop Both Rivers** – The Schuylkill River has been too long neglected as an opportunity for growth. We must expand hiking and biking trails, build a scenic river walk and improve navigability of the river in order to bring it into full use



- **Invest In New Technologies And Systems** – Chester’s Metro Machine Corp. developed Quad Hull Caissons, which provide fleet protection against a waterside attack. Rep. Brady persuaded the House Appropriations Committee to make funding available for this development. Philadelphia is



also well on the road to seeing the development of the next generation of war and cargo ships. Projects such as Fast Ships and a new, stealthy surface effect ship for use by the Navy SEALs offer exciting opportunities for growth in the region’s shipbuilding sector.

- **Continue And Increase Infrastructure Investment** – Brady won Federal funding for improvements at the Philadelphia Naval Business Center and worked with his colleague, Congressman Joe Hoeffel to fund work on our piers, roads and rail lines that serve the port.
- **Strengthen Tourism In Appropriate Locations Along The River** – we must continue the restoration of Fort Mifflin;

restore the USS Olympia, our veteran of the Spanish American War, and increase support for Independence Seaport Museum and the other historic and cultural institutions along the river. The Philadelphia central waterfront area, located in the nation’s 3rd largest excursion market. Structural repairs to existing piers and development sites in this area need to be made to attract further private investment. Finally, we need to aggressively support expansion of our cruise industry.

- **Encourage Commercial And Residential Uses In Select Riverfront Communities**, - River front neighborhoods which have already lost their industrial or shipping characteristics should be assisted in maximizing their current uses or in finding appropriate new uses. For instance, Congressman Brady has supported the Chester Station development. This historic former PECO power station is being converted to 400,000 square feet of prime office space.